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Hongkong, 23rd August, 1907.

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BIRTH.

On August 25th, at "Tantall n," Barker Road,
the wife of Capt. J. Douglas, of a daughter. [1400]HONGKONG OFFICE: 10A, DES VEXES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, F.C.

The Daily Press.

HONGKONG, AUGUST 26TH, 1907.

A well-informed Chinaman of our acquaintance anticipates trouble in China, particularly in Kwangtung. He has a greater opinion of Sun Yat-sen's power than we have, and the bad crops, famine, and hardships of the people will, he thinks, make it easy for that agitator and his helpers to fan into flames a fire that is, he asserts, already well alight. There is, he tells us, a new and better public spirit abroad throughout the Chinese. He insists that it is the people themselves who are keenest on the suppression of the opium vice. They have become convinced, our instructor alleges, of the physical and moral degeneration involved, and are familiar with the argument as to the drainage of the country's financial resources that the consumption causes. That is as may be. Scepticism toward such views has been long implanted and so firmly rooted that assertions and assumptions of that nature, however well-informed their inspiration appears, pass over the old resident as the misdeeds from Chinese ordinance have hitherto passed over pirates and other enemies. On one point, however, we were glad to welcome conversation, and this point was

contained in our question whether there really is any general antipathy noticeable as between Chinese and Manchus. The answer was in the affirmative. Our suggestion that such antipathy is most likely confined to the official classes, and born, not of long-standing and unforgotten racial hatreds, but of comparatively recent jealousies and resentments concerning the granting of appointments and emoluments, was promptly negatived. Well, as we have pointed out before, it is certainly significant that in spite of well meant permissive Edicts there should have been so little intermarriage between the two peoples. Chinese have been lately almost ostentatiously thrust into positions formerly monopolized by Manchus, but as yet those have been too few to convey conviction of Peking's good faith, and have been regarded as sops thrown to Cerberus—therein lurking a pleasing recognition of the fact that the Manchus have begun to take the Chinese more seriously, to regard their possible protests with more respect. The arrival of this state of affairs is not hard to be understood. It is not that the Chinese have changed so much, as that the hitherto dominant race has deteriorated. The Chinese are probably as averse to fighting, as prone to follow the line of least resistance, as they have ever been, and as their wise men have encouraged them to be. But the bold Manchu who, by sheer self-confidence and warlike training, had carried all before him, and asserted his mastery, what of him? It is notorious that such success has spoiled him. He has slackened off. He is neither a good soldier nor a good statesman. He is in the position of a cook of the walk, of a school bully who has allowed himself to get out of condition. The tuck shop, and long immunity from having his autocracy questioned, has done for him. He is flabby. Even bluff will not serve him now, for the small boys have begun to notice his condition. To change the image, they have discovered that the brazen joss has feet of clay, and they are less inclined to genuflect before it. More than that, the monster is in peril of being overturned. The pro-Chinese vernacular journals are getting to be very outspoken. They are calling epides spades, and Manchus worse. Our Chinese friend anticipates trouble, and that soon. Incidentally, he is much concerned about the possible interference of Great Britain. As Hongkong depends upon Canton for most of its food supplies, which would be seriously interrupted by an uprising, it is indeed not unlikely that the British Government would have something to say. But it will be time enough to think of Pasteur when the dog bites us. No one dares to prophesy, but we venture the opinion, anyhow, that the time is not yet, nor the man. Mr. SUN YAT-SEN matters no more than a pip in a pumelo. It is the paragraphs growing daily more pointed, the casual bombthrower, the wordy student, who are thrusting in the wedge. The nature and results of the upheaval depend upon the manner in which the populace leans upon the lever.

The French Mail of the 23rd July was delivered in London on the 22nd inst.

In the Divorce Court the wife of Mr. William Le Quer, the novelist, was granted a decree of restitution of conjugal rights against her husband.

His Excellency the Governor has been pleased to appoint Mr. Hartley, M.B., B.S., to be Surgeon-Lieutenant in the Hongkong Volunteer Corps, with effect from this date.

A list of copyright works issued by the Board of Customs, London, which has been publicly exposed at the Court House, is now published in the Government Gazette.

A Hongkong message to the *Asahi* states that a meeting of Filipinos in Hongkong has resolved to address a petition to President Roosevelt, asking for the grant of independence of the Philippines. The leader of this movement is said to be a Filipino who was in Tokyo as a student.

Saturday's water polo match at the V.R.C. enclosure was between the Royal Engineers and a combined school team. The students showed up well, but although they had sufficient pluck they lacked the staying power of their sturdier opponents who had scored four goals to the school team's one when time was called.

Sportmen should note that licences to shoot and take game granted under Ordinance No. 6 of 1885, are due for renewal or issue on the first day of September, 1907. Applicants for such licences, the fee for which is \$10, are requested to give their addresses to the Colonial Secretary, and write their names legibly.

Mr. S. D. Sobhu, who has been informed that he has received a telegram from Bombay stating that the cricket match played there on Friday 23rd between the Parses and Hindoo teams has resulted in the complete victory of the Parses by 8 wickets and one run. It is many years since a cricket match was last played at Bombay between Parses and Hindoo teams.

It is rumoured in Brussels that negotiations are on foot between the Netherlands and Japan with a view to the latter power buying one of the islands in the Netherlands Indies as a future coaling station for the Japanese Navy.

According to the annual report of the Chief Immigration Officer, there are in Cape Colony, 1,100 Chinamen, of whom 240 are at Capetown, 450 at Port Elizabeth, 215 at Kimberley, 65 at East London, and the remainder in rural districts.

In the opinion of many who filed at Bialy this year, the short rifle is doomed, and the chances are that not another new one will be turned out. Mechanically, the rifle is an anomaly, and from the very first it had few friends outside the official circle of which it is the progeny.

It is notified in the *Cañite* that information has been received from the Military authorities that musketry field practices will be carried out daily from Monday, the 26th instant, until Friday, the 31st instant, inclusive, commencing at 7.30 a.m., and finishing at noon, from the south-west slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

Before Mr. F. A. Hazleland at the Police Court on Saturday Sanitary Inspector Watson prosecuted a cattle dealer for cruelty to a cow. The defendant was protesting the old trick of pouring salt water down the animal's throat with a view to increasing its weight when it should be put on the scales. He was ordered to pay a fine of \$50, the alternative being six weeks' imprisonment.

The *Gazette* notifies that firing exercises will be carried out by the British Fleet both by night and day at frequent intervals from October 15th next onwards, in Mimi Bay. Fishing boats and other vessels are warned to be cautious in approaching the area defined by Government Notification No. 591 of the 15th July, 1907, the area within which fishing nets are to be removed before the 1st October.

A very quiet wedding was celebrated in Yokohama on the 10th instant, says the *Yokohama Specimen*. The contracting parties being Mr. H. G. Percy Brühl, of Hongkong, and Miss Charlotte Ann Dietlin. The civil ceremony was held at the British Consulate-General, before Mr. Thos. Harrington, and later the wedding was solemnized at Christ Church, the Rev. H. B. Walton officiating.

The steamer *Siberia* which left San Francisco on July 25th for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, took a large and distinguished company on the voyage, prominent among whom were C. J. Longworth and Mrs. Longworth. The luxurious suit known as E and F have been reserved for the President's daughter and her husband, and Shang Mak, the noted cabin boy and assistant steward will be in special attendance upon them all the way. The *Siberia* has a full cargo of general merchandise for the Orient.

When the Canadian Pacific's *Terrier* arrived in port on Friday Sergeant Widen boarded her and arrested fourteen stowaways who endeavored to land in Canada on the last voyage of the steamer to the Dominion. He also took in charge the head firemen, one of his assistants and a carpenter on suspicion of smuggling ton of the stowaways aboard at Yokohama, and the boatwain for landing a helping hand. The stowaways were charged, before Mr. Hazleland at the Magistrate's on Saturday and pleaded guilty, but the other four men denied the charge of aiding and abetting. The case was adjourned.

On Friday a coolie entered a rattan dealer's shop at Bonham Street and examined a number of mats. After having many placed before him for inspection he selected one which cost \$11 and asked that it be entered in the account of a certain firm. The shopkeeper promised to do this, but as he was doubtful about the coolie's being employed in the firm he sent a fink to follow him. When the man purchased did not enter the house in question he was arrested, and subsequent inquiries by the police went to prove that he was not employed in the rattan establishment. He was charged before Mr. F. A. Hazleland at the Police Court on Saturday and the case was adjourned.

The death is announced of Mr. B. H. Holding, chairman of the Netherlands Trading Company, at the age of 68. For nearly half a century he was at the head of two important financial institutions in Amsterdam. He commenced his commercial career in the office of Messrs. van Eeghen and Co., went later to Padang (Sumatra), but shortly afterwards returned to Holland, to accept an appointment, in his 25th year, as a director of the Kasverooning at Amsterdam. For 15 years he served in this capacity, and the fruits of his organizing capacities were shown in the progress of this institution. Mr. Holding has since been for 20 years a director and for seven years chairman of the Netherlands Trading Society. The death of Mr. Holding will be regretted in the commercial world.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 3 of 1907, entitled—An Ordinance to authorize the Appropriation of a Supplementary Sum of Four hundred and seventy-seven thousand eight hundred and forty-nine dollars and fifty-three cents, to defray the Charges of the Year 1908; Ordinance No. 4 of 1907, entitled—An Ordinance to remove doubts as to the validity of the proceedings of the Supreme Court of this Colony during the time that Alfred Gascoigne Wise, Esquire, held the office of Puisne Judge of such Court from the 25th day of June 1902 down to the present time; Ordinance No. 5 of 1907, entitled—An Ordinance to amend the Married Women's Property Ordinance, 1907.

Mr. John Thomas, of Buckingham, was among the recipients of birthday honours. Mr. Thomas, who is a paper manufacturer was made a knight. The similarity of his name to that of a distinguished musician led to a strange error, and Mr. John Thomas, harpist to the King, received over 1,000 congratulatory messages from people who were under the impression that it was he who had received the distinction.

Mr. J. M. Peck, Superintendent at Hongkong of the Eastern Extension Australasia and China Telegraph Co., Ltd., informs us that as the telegraph operators in Canada refuse to transmit messages coming from, or transiting the United States of America, all telegrams forwarded "Via San Francisco" will be mailed from the nearest point in the United States, to Canadian destination and are accepted at sender's risk. Telegrams may be forwarded "via Atlantic" without restriction.

In opening the new University College School at Hampstead, King Edward emphasized the importance of teaching sound morality and the encouragement of high ideals, which had such an enormous influence in the formation of character. "It is very gratifying," his Majesty said "to find that our great Colonies recognize the excellence of our schools, and send their children Home to be educated. I am convinced that the reliance they place in the Mother Country will not be in vain in this or any other particular."

The President of the Board of Trade, speaking at Pontypool on 20th inst. declared that government by select and favoured families was over, and the era of government by the people had really begun. They were beginning to deal with the remnants of the feudal system of land and title, and with the oppression of priestcraft. They hoped next year to free the schools and the land, and if they failed because the Lords would not allow them, then they would settle not merely the question of the schools, but the Lords at the same time.

The steerable military balloon has performed its first free trial, which lasted nearly three hours and a half. The balloon travelled against a moderate westerly breeze from Berlin to Spandau, and there went through a number of interesting evolutions, finally making a circuit of the Church of St. Nicholas. It descended with apparent ease and precision an endless series of circles and turnings, descending and ascending at the driver's will with seemingly complete mechanical perfection. Aeronautic experts are jubilant over the long period the balloon remained in the air.

The first steamer of a big fleet specially chartered for the purpose of carrying hundreds of thousands of tons of American rails, locomotives, cars and other railroad equipment for the vast network of lines building in Manchuria by the Japanese left New York on the 20th ultimo. It was the "Akehal," under the British flag, and will go direct to Dairen, the principal seaboard terminal of the South Manchurian Railroad. This is the first instance of direct sailing from New York City to Dairen. Forty steamships will be used to carry American rails, etc., for the South Manchurian system. It is estimated before completion of the system no less than 40,000 tons of material will be shipped from the United States. This huge tonnage will be moved inside of twelve months. The contracts so far placed in the United States involve an expenditure of fully \$10,500,000.

In his will the late Mr. Karl Blind, the veteran German revolutionary agitator and writer, wrote:—"My last will.—Though I have found safety as an exile in England, where I have had many dear friends in the course of years, and though I have always been grateful for that shelter in years of persecution, I have not become a naturalized British subject. As to my remains, I want them to be disposed of by fire burial in accordance with the custom of our German forefathers; the ashes to be simply buried under the monument of my late wife, Friederike, Blind, with the inscription of merely my name and 1823 to 1907. I do not wish any clerical ceremony to be performed, as I have been a Freethinker throughout my life, nor do I wish anyone to remain at the place of cremation down to the end." He desired "as soon as I am no more" that his daughter should take possession of the securities and cash at his bankers standing in his name, at present over £2,000, and divide the securities between herself and Mr. Rudolf Blind. Mr. Blind left the residue of his property, including correspondence with many eminent persons, to his daughter, and his estate has been valued for probate at £172 13s. 11d.

ACCESS TO HOLDS ON SHIPBOARD.

One of the newest of the regulations affecting British shipowners which have been promulgated by the Board of Trade is one which makes it necessary to provide upon all ships some safe and easy means by which workmen may have access to the various holds of a ship when working cargo. The regulation was made a couple of years ago, but it became compulsory upon all owners to see that it is carried out on their vessels by the end of the present year. In view of this requirement of the Board of Trade, a firm of engineers have invented a "patent access to hold."

The ladder-fenders access to any hold quick and easy, and it is as safe as it is possible to make a ladder. It has been seen by experts, well-known shipowners, and marine superintendents, all of whom, without exception, express the opinion that it is the very thing that is wanted for this purpose, as it meets the requirements of the Board of Trade perfectly. The cost of any change necessary in steamers is small, because existing ladders can be utilised, and from the position of the ladder and its construction, it is not at all likely to be injured or broken in the discharge of cargo. It certainly provides an expeditious means of reaching the desired hold with a minimum of danger to life or limb.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FIGHTING IN MOROCCO.

LONDON, August 23rd.

Fighting still continues in Morocco between the French troops and the Moors.

PLOT TO ASSASSINATE THE KING OF PORTUGAL.

LONDON, August 23rd.

The explosion of a bomb has led to revelations of a plot to assassinate King Carlos.

Two persons were killed by the explosion.

ACCIDENT TO THE EMPRESS OF GERMANY.

LONDON, August 23rd.

The Empress of Germany fell and ruptured an artery. The injury necessitates a long retirement.

[REUTERS' SERVICE.]

THE SCOTISH LAND BILL.

LONDON, August 22nd.

The Government has abandoned the Scottish Land Bill, owing to the Lords' amendments.

THE COMMONWEALTH OF AUSTRALIA.

LONDON, August 22nd.

There is a remarkable conflict between the New South Wales and the Commonwealth Governments owing to the former seizing, by aid of the police in Sydney, a quantity of wire netting consigned to the Government of New South Wales, without paying duty, in spite of the protests of the Commonwealth Customs Officers. Sir William Lyne, Minister of State for Trade and Customs, has wired to Mr. Carruthers, the Premier of New South Wales, hoping that he will not persist in his illegal action, the consequences of which will be serious. Mr. Carruthers replied that he will continue to act under the law laid down by the Supreme Court of New South Wales.

LATER.

The Melbourne representatives of the Commonwealth and Sir William Lyne have announced that they have given instructions for the issue of a writ for the recovery of the wire netting, with penalties for the wrongful seizure. The Sydney police attempted a second raid when the vessel landed the netting, which was prevented by 100 Commonwealth Officers. Sir William Lyne threatens to arrest Mr. Carruthers, who is liable to five years under the Customs Act.

LATER.

In spite of a public outcry, both Houses of the Commonwealth have passed a bill increasing the payment of members to £600 per annum. The Melbourne and Sydney newspapers are unanimous in condemning Mr. Carruthers in his action against the Commonwealth Customs.

SLIGHT ACCIDENT TO THE EMPRESS OF GERMANY.

LONDON, August 22nd.

The Empress of Germany slipped and fell at Wilhelmshoehe yesterday, injuring a blood-vessel in the left leg. Her Royal Highness will be obliged to take a long rest.

THE INDIAN BUDGET.

LONDON, August 23rd.

The House of Commons has approved of the Indian Budget.

MAIL CONTRACTS.

LONDON, August 23rd.

The House of Commons has approved of the P. & O. Mails contract by 93/19. Mr. Holt advocated the Siberian route for the Chinese Mails, but Mr. Runciman said it would involve a dead loss to the Government.

THE COLONIAL OFFICE.

LONDON, August 23rd.

Lord Elgin has announced in the House of Lords, a reorganisation of the Colonial Office, to three instead of four departments; one to deal with the self-governing Colonies, another with the Crown Colonies and the third with general business.

THE NEW TERRITORIAL ARMY.

LONDON, August 23rd.

A special War Office Committee has been appointed to assist the Lord Lieutenants to form new County Associations for the Territorial Army. Mr. Baldaue thinks that the system will be in general operation by the Spring.

THE TURTLE HUNTERS.

Fifteen men, mostly members of the Corinthian Yacht Club, returned yesterday (Sunday) afternoon from another turtle hunting expedition. This time their night vigils on the mosquito-haunted island bunches were successful. They brought back a fine specimen, about four feet long from snout to tail, and estimated to weigh over three hundred pounds. The older hands, with a permit, went on to a Chinese island. Two boats in colonial territory, marked by turtle tracks, were deemed worth watching, so two parties were "raced" on them. Three of the younger members of the party were put on a small beach that was regarded as a sort of off-shoot. No one believed that the youngsters could possibly keep awake, so it did not matter. The intelligent reader has already guessed the sequel. It was these three young hands who captured the monster at about 3 a.m. They had a terrific struggle with it for about fifteen minutes. The rest of the party saw nothing but mosquitoes.

LAWN TENNIS.

The finals in the single lawn tennis competitions promoted by the Kowloon Cricket Club was witnessed on Saturday afternoon by a good number of spectators. Duncan, was expected, best Clelland, his cool play and accurate placing giving him a great advantage over his opponent, who played a plucky plodding game. Klemenack, whose pretty play was much admired, was expected to beat Lapsley, but the latter scudded up after the first set and ran out winner.

PERU AND ECUADOR.

San Francisco reports:—A revolution, the outcome of which no one can foresee is about to begin, or has already broken out in Ecuador. The Kosmos liner "Mara" brings the news of seething discontent with the administration of President Eloy Alfaro of Ecuador. Almost the whole population of the republic is armed in readiness for the fierce conflict which is at hand. The only cause for the postponement of hostilities has been the delay of the leaders of the revolution in announcing themselves. It is well understood, however, among the people who are to be the new omnipotents from the obnoxious rule of Alfaro.

One of the principal causes of dissatisfaction with Alfaro is the policy he has pursued with the neighbouring republic of Peru. For several years the Peruvian Government has been encroaching upon the south and east boundaries of Ecuador, and now a large part of the Ecuadorian army, which numbers 80,000 men, and partly by reason of the supineness and ineptitude of President Alfaro, has neglected to bring Peru to look over the matter, and the people of the little republic, having failed to force Alfaro's hand, have decided to depose him.

Strange to say, in many other respects, Alfaro is popular in Ecuador, but the people desire to see the total abolition of Ecuador by a continuance of his policy. When the revolution is accomplished the real trouble with Peru will begin, but the very people who are forming the trouble realize that there is little hope of sustaining even one successful campaign against the larger republic which, besides being three times as large as Ecuador, maintains a formidable army.

BEEK IN CHINA.

In reference to the keen competition now proceeding in China between Japanese and German beer, a Japanese contemporary observes that the value of beer exported from Japan for the first six months of 1907 amounted to ¥865,911, showing a decrease of ¥27,445 compared with the corresponding period of last year. The cause of the decrease is traced to the withdrawal of the Russian troops in Siberia and Manchuria. The export in other directions shows steady increase. In the Yangtze valley, with Shanghai and Hankow as centres, a hard struggle is going on between Japanese, English and German beer, the last-named now holding supremacy. The Germans, who have to import their beer from a great distance, paying heavy freight for the journey overseas, which takes some 40 days, are selling at ¥12 to ¥16 per case. Mr. Goetzschell, of a German firm in China, is chiefly directing the operations for the sale of German beer, while the Dai Nippon Beer Brewery Company appointed the Mitsui Bussan Kaisha its agents in China, and has been striving to extend the market of its beer in South China and the South Sea Islands. While the German brewers are chiefly seeking customers among the foreign residents, the Japanese are endeavoring to extend their sales among the Chinese. Since March last, the Japanese have expended ¥6,000 in advertisements in Shanghai. This investment has been duly rewarded, 3,500 cases being disposed of during the first six months this year, and it is estimated that a total of 7,000 cases will be exported to Shanghai alone during this year. This means an increase by three times the quantity sold during last year. Formerly the Chinese did not drink beer, but beer-drinking has been called into fashion among them by the Chinese students who have studied in Japan, or by Chinese compradors of foreign firms, who have contracted the habit of taking beer, and thus the market of beer is rapidly increasing in China. The Japanese brewers are determined to push on the sale with increased energy, spending more money for advertising, but they will take counter action, and the struggle will become keener. At present Japanese beer is sold at ¥9 per case, and German beer—even of common quality—maintains the rate of ¥12. This is due to the confidence reposed for years by the public in their trade-marks, and it is therefore very difficult to cope with the German beer with any success. German beers are chiefly light and thin, resembling the Japanese special light. In view of the establishment of the German brewery at Tsingtau the Japanese brewers have decided to ship to South China and the South Sea Islands chiefly Asahi (large) beer from next year instead of their brand, in order to compete with the Tsingtau product. The Mitsui Bussan Kaisha is making efforts to extend the market with a view to extending the export to China and thenceabouts to the value of ¥1,000,000 a year.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Rhenania* left Singapore on the 24th inst. a.m. and may be expected here on or about the 9th inst. a.m.
The J.C.J. str. *Typhoon* left Moji via Amoy for this port on the 21st inst. and may be expected here on or about the 30th inst.
The C.P.R. str. *Albatross* left Vancouver for Kobe via Yokohama on Thursday 22nd inst. p.m.

HONGKONG COLLEGE OF MEDICINE.

A meeting of the Court of the Hongkong College of Medicine was held in the Legislative Council Chamber on Friday, when the Diploma of the College was presented by the Rector, Hon. Mr. F. H. May, C.M.G., to two students, Kwan King Hung and Li Ho Ching, who have completed the curriculum of five years' study and passed all the professional examinations.

Mr. Li Ho Ching, who has been appointed to be Government Medical Officer at Tai Po, was also presented by the Rector with a cheque for \$150, the amount of the Blake Scholarship, awarded after a competitive examination on the subjects of Clinical Surgery, Clinical Medicine, and Diseases of the Eye, held at the Government Civil Hospital and the Ho Min Ling Hospital.

The College of Medicine is making an important forward movement at the present time. Towards the end of last year there came to it the beginnings of an endowment, in the form of a bequest of property valued at \$1,000, under the will of the late Mr. Tang Chuk-Kai, and this has been speedily followed by an offer of College buildings. For twenty years, the College has been in existence, quietly and continuously carrying on the work it marked out for itself in 1887. There has been no lack of students; teachers, each taking a subject for which by previous training and experience he is specially fitted, have been at all times forthcoming; an organization has been created, modelled on that of English Medical Schools; but thus far the College has possessed no permanent local habitation, and there has been no regularly paid staff devoting itself entirely to the training of the students. At length, however, College buildings are about to be erected. The Government two years ago reserved on the Tai Ping Shan resumed area a site in every way suitable for the purposes of a Medical College, convenient of access for Lecturers, and centrally placed in relation to the Government Civil Hospital, Alice Memorial Hospital, Nethersole Hospital, Ho Min Ling Hospital, Tung Wa Hospital, the Public Mortuary and the Bacteriological Laboratory, to be granted to the Court free of charge, and a generous Chinese gentleman, Mr. Ng Li Hing, an old resident of this Colony, has now offered to spend \$50,000 in the erection of College buildings on the site thus held in readiness. His offer had been accepted, and the buildings will be commenced immediately. The Hongkong College of Medicine has thus far had no visible existence; but as a living organization it has had a very real existence and has done much substantial work, and it has done its utmost by makeshifts to make good its somewhat anomalous circumstances. It has had its headquarters in the Alice Memorial Hospital, and the affiliated Nethersole and Ho Min Ling Hospitals have also been open to students for purposes of clinical instruction; but, in addition, the College has borrowed accommodation for special purposes all over the city. During this summer session, for example, the Surgery lectures have been delivered at the Government Civil Hospital, Biology has been taught at Queen's College, Chemistry and Physics in the Queen's College Laboratory, Public Health in the Royal Sanitary Institute's lecture hall, Pathology and Bacteriology in the Public Mortuary and the Bacteriological Institute, and the Tung Wa Hospital has also been made use of in tutorial classes for the clinical material it affords. The Lecturers of the College are thus, it must be apparent, doing their best under the great disadvantages that exist, to make their teaching as thorough and as practical as possible.

We understand that it is in view to make a vigorous effort early next year to raise by public subscription an Endowment Fund, to enable the Court to engage the services of a staff of specially qualified lecturers for the more distinctively scientific subjects, and to render more effective by the provision of adequate teaching appliances the work of the present honorary staff of lecturers, who will continue their services to the institution.

During the twenty years that have elapsed since the College was inaugurated, exactly 100 students have been enrolled, of these 31 have qualified, and most of the Licentiates already qualified have settled in the Colony itself. All the Dispensaries, established by the Chinese themselves in various parts of Victoria, in Yau-mat, Hungnam and old Kowloon city, for the express purpose of assisting the Government to enforce its sanitary laws, are manned by Licentiates of this College. Other Licentiates are in direct Government service in the New Territory and on the Railway works; some are resident surgeons in the Hospitals for the Chinese; and several are practising their profession privately among their own people in various parts of the Colony, and in this capacity gaining access to the homes and the confidence of the Chinese, rich and poor alike. These men are exerting a wide, and a widening, influence towards the breaking down of Chinese prejudices and Chinese obstruction to that better assimilation in which, it is recognized on all hands, lies a happier future and a yet greater commercial prosperity for this Colony.

TRAM-CAR COLLISION IN TOKYO.

TWENTY-NINE PASSENGERS INJURED. On the morning of the 10th inst., a serious tram-car collision occurred at the foot of the Kudazaka, Tokyo, resulting in more or less severe injuries to twenty-nine passengers. It appears from the *Japan Herald* that, while a car was standing at the foot of the slope, another car dashed down the incline into it at a high speed. A policeman warned the driver of the car at the bottom of the danger, but before the car could be put in motion, the other car had collided with it with a tremendous crash. Both cars were badly smashed. A driver was thrown from his seat and rendered unconscious, and sixteen passengers sustained serious injuries, while thirteen others were more or less shaken. The police officials and the

BRITISH NORTH BORNEO CO.

The forty-ninth half-yearly meeting of the British North Borneo Company was held on July 24th, at the office, 37, Threadneedle-street, London, E.C. Sir Charles J. Jessell (chairman of the company) presiding. The secretary (Mr. H. G. Ferns) having read the notice convening the meeting and the auditors' report.

The Chairman said he thought that they might fairly congratulate themselves on the progress they were making. In 1905 the gross receipts were £113,204, or £15,415 more than they were in 1904, while for 1906 the total receipts amounted to £140,262, or £27,058 more than they were in 1905. This increase was almost entirely owing to land sales, which, although a valuable source of revenue, were liable to extreme fluctuations. The land sales in 1905 were represented by the comparatively small sum of £3,413, but for the current year the company had so far sold 8,000 acres, the revenue from which would directly benefit them—by about £18,000. Indirectly the land sales were of the utmost importance to them, as each sale was a factor by which the revenue became permanently increased. Their land was sold for development and not to people who would "hold it up" for speculative purposes. If the prospects of their rubber companies were extremely promising, the actual results of the operations of their tobacco companies were most encouraging. Just beyond the interior terminus of the railway there was a considerable area of land suitable for the cultivation of tobacco and rubber. For this land they were asking £3 per acre. Although this price was higher than they had yet received for land, it could not be looked upon as excessive if one considered the handsome profit each acre of good land was capable of earning. But it was not so much the price which the directors considered as the indirect benefit annually derived by the company from the employment of labour on the development of their alienated land. The superintendent of their immigration department stated in the annual report that the year under review had been one of steady progress. Mr. Ferns further stated that although the Chinese were excellent workers and indispensable for estate work, more particularly the heavier labour required for tobacco growing, he thought it would be a great advantage to the country if they could arrange for a permanent supply of Javanese, and the shareholders would be gratified to know that the Dutch authorities had given permission to recruit coolies from Java. Having regard to this, and to the fact that any number of Chinese could always be recruited from China, he thought that they need not have any fear as to the labour supply. He reported, also, that things had not gone quite so well at the manganese mine, which were the only serious blot on the year's progress. The abnormal rain, which proved harmless to planting, caused disaster after disaster to the work at the mines, with the result, the directors were informed, that an entirely new system of transport would have to be devised before further ore shipments could be made. The directors were given to understand that steps were being taken to locate by boring the smokeless coal which was found some time ago on the island of Sarawak. If a workable seam of smokeless coal similar to the sample found on the surface were located, it would entirely alter the prospects of the British North Borneo Company, and, in fact, it would very materially alter their own prospects. The Cawston Harbour Coal Company had done excellent work and their coal was said to be the best local coal east of Suez. After quoting from the remarks made in the *London and China Express* by one of our correspondents in the Far East, who described a visit he recently made to the mines, the Chairman went on to say that the trade in opium and the working expenses of the railway had been adversely affected owing to the fact that traffic up the gorge was several times suspended owing to numerous landslips. Nevertheless the railway had fulfilled, and was fulfilling, the part assigned to it. He concluded by moving the adoption of the report. Mr. William C. Cowie (managing director), in seconding the motion, expressed great regret that the directors had been unable to recommend the payment of a higher dividend than 3 per cent., but as the large amount standing to the credit of profits and loss account was a surplus they had practically had no option in the matter. The many urgent calls for money for capital on account of yes in developments had to be continually provided for. Although, however, they were still unable to pay large dividends, they were steadily and surely building up for the shareholders a valuable heritage.

The Chairman, in answer to questions, stated that the company did not themselves trade. Labuan was no longer under the company's administration, and therefore their receipts and expenditure would be diminished pro tanto by the fact that they were not included in the balance-sheet. The system of making the valuations of their assets had been changed, and instead of as in the past, now and then adding £100,000 to the value of their lands and property, the subject would in future be considered every year. The addition of £13,000 for the past year was a very modest amount. After the report was issued it was found that a mistake had been made in regard to the railway accounts. The working expenses were given at £15,441, and the receipts at £28,963, showing a loss of £13,522, but by the latest mail information was received stating that the working expenses were £12,352 and the receipts £27,058, or a loss of only £4,730. The net result, as shown in the accounts for 1906, of £48,976, should therefore be increased to £53,726. The company's business last year was greatly affected by the very abnormal weather. The motion was then put, and unanimously adopted.

On the motion of the chairman, seconded by Mr. Cowie, a dividend of 3 per cent. was declared, payable on August 9.

The Chairman moved the re-election of the retiring directors (Sir J. West Ridgway, Mr. J. A. Matland, and Sir A. E. Turner). This was seconded by Mr. Gibson and carried unanimously.

On the motion of Mr. J. Newton, seconded by Mr. Wagstaff, Messrs. Turquand, Youngs and Co. were re-elected auditors, and the meeting terminated with a vote of thanks to the chairman, directors, and staff.

KOREAN EMISSARIES TO THE HAGUE.

TRIAL AND SENTENCE BY DEFAULT. The Supreme Court at Seoul has passed a judgment by default against the three Korean emissaries to The Hague. Of the three, Yi Sanggil is sentenced to hanging, on the ground that he pretended to be a Government official vested with a mission. The other two, Yi Wichong and Yi Chun, are judged to have been accessory to the same crime and sentenced to imprisonment for life. The judgment was submitted to the Throne by the Ministry of Justice on the 8th inst. for approval, which was accordingly granted by the Emperor.

DON'T WORRY.

"THE DISEASE OF THE AGE."

Dr. C. W. Saleeby, who is such a fascinating writer on "scientific" matters, has just published through Cassell's a volume of the deepest interest, entitled "Worry: The disease of the Age." In this he points out the significance, the consequences, and the cure of worry; and in so doing he touches on a wide range of subjects of vital importance to the public well-being. To worry is to miss the purpose of one's being, Dr. Saleeby boldly declares. It is to fail to fall for self, to fail for others, and it is to fail for humanity. But the hinder is universal, and it is the characteristic symptom of an age which is believed to be the greatest in human history hitherto. To the evolutionist no other belief is open. What has not been sufficiently recognized is the importance of worry, not merely in itself as implying the absence of happiness, but as the cause of ill far greater than itself—the cause predisposing to diseases which would otherwise have been escaped altogether. As man becomes more self-conscious, and therefore more human, he becomes more liable to that disease of the mind which is certainly unique in this respect, that alone of all human diseases there is no analogy to it whatever in the case of any of the lower animals. Nowadays many cannot stand the physical strain. They are injured partly by fatigue, partly by worry. It is a proved and accepted physiological truth that the adult is much more gravely injured by worry than by fatigue. Hence our nerve doctors are kept busy. Hence the physical diseases of the new nervous diseases. Dr. Saleeby does not believe that mere mental overwork ever killed or injured anybody. Brain work in a stuffy room will kill you of tuberculosis; brain work plus worry has killed thousands; brain work plus worry, plus insomnia many thousands more; but if the brain work had been omitted, the impure air or the worry and the consequent loss of sleep would have had just the same result. But Dr. Saleeby points out that insanity is in no small measure a consequence of worry. Further, the consequences of worry in relation to ordinary physical diseases are familiar to every physician. Not a few non-infectious diseases are known which seem frequently to be predisposed to by worry. Among these gout, diabetes and a certain form of goitre. The many ways in which worry manifests itself is shown in a succession of chapters dealing with worry in illness; worry, drugs, and drink; worry, will, and action; worry in childhood; domestic worry; worry and old age; worry and sex; the psychology of worry. And all these are full of striking illustrations. In writing of Worry and Disease, Dr. Saleeby says: "The piles of crutches at Lourdes indicate real cures of real diseases. The cures wrought by Christian Science are real cures. Faith-healing is a fact. Neither faith nor Mrs. Eddy can remove mountains—or kill a bacillus—but mind can act on mind. Terrible maladies exist which the united wisdom of every physician on the earth might be impotent to affect, but which would yield instantly and finally to the nonsensical jabbering of an immoral impostor. It is only the patient's mind that is affected thereby. These are scientific facts, as certain and as important as the infectiousness of cholera, the germ causation of tuberculosis, or the triumphs of Icteric surgery. In another place, speaking of Christian Science, he says: 'If proof of the power of the mind in relation to hysteria and all forms of functional nervous disease be desired, the more progress of Christian Science will provide it. Christian Science is increasing, and is even threatening, as Mark Twain declares, to become the dominant religion, because it is a real need. It teaches that worry and to fear must be attributed all the ills that flesh is heir to. And this is true of such an amazing proportion of these ills that Christian Science cures them. The religion that has this kind of survival value will survive. To illustrate the fact that every mental state is associated with a physical state of the physical organ called the brain, Dr. Saleeby says: 'It is common practice in India, when some servant out of a large number is suspected of having committed a theft, to employ the influence of worry upon the body as a means of inducing confession. The body as a means of inducing confession. They are publicly compelled to take a large mouthful of some very dry powder or the like. The problem is to swallow this, and it is the rule that the fear of detection and the consciousness of guilt completely arrest the secretion of saliva by the offender; for, unlike his innocent fellows, he cannot swallow his mouthful. One of the worries peculiar to our own time is due to our thought of the future of the race. No idea of a duty to posterity, no recognition of the fact that this generation is the only one that has the past and the present, and the future, played much part in the thoughts of our ancestors. The writer says he has no space for an essay on Anxious Anticipation and Worried Patriotic, but he does point out that concern about the future of the race is not merely a form of worry new to our time, nor yet is it merely a new and elevated form of moral sentiment—it is also a force that makes for action. Our children's children will rise up and call us blessed; this very generation will be remembered as the first that consciously and earnestly made the future its own highest concern."

BRITISH INSURANCE BUSINESS IN INDIA-CHINA.

The *Strait Times* has published the following:—

Singapore August 15. Sir—When reading my *Strait Times* yesterday evening, I noticed a paragraph concerning the alarm expressed by a Saigon paper that the large and increasing business done in Indo-China by the China Mutual Life Insurance Company constitutes an economic danger to the Colony, owing to the amount of money that is yearly sent out of the Colony in premiums, etc.

I would point out that policyholders in Indo-China are practically all insured on the endowment system; that, as their policies mature year by year, the amount they insured for, with profits will be returned to them; that, in the event of death, the assured's family receive the sum assured, and therefore it is easily understood that the "economic danger" to the Colony cannot be very great. In fact, in my opinion, it is the other way round.

The Colony benefits distinctly from the business of the China Mutual. Despite the fact that the Company in its ninth financial report shows a present total security to policyholders of over five and a half million dollars, it has also paid away during the same nine years over one million four hundred thousand dollars to policyholders, of which Indo-China has had its share.

It is pleasing in these days when the cry is every where "Wake up, wake up," to find that the British Insurance Company is able to

WHEN PANAMA IS OPEN.

SIX BIG SHIPS REQUIRED.

An important question, which affects the residents of the Pacific Coast, will be submitted to Secretary Taft in the near future, as to whether the direct traffic across the Isthmus of Panama will be left in the hands of a private steamship line, or whether the Government, which already operates its own line from New York to Panama, shall establish its own line from Panama to San Francisco.

To establish the needed connection it would be necessary for the Isthmian Canal Commission to construct, to start with, six ships of about 4000 tons capacity, with accommodations for about fifty first-class and seventy-five second-class passengers. Such vessels would cost about \$500,000 each, or a total of \$3,000,000, and there is in sight a clear profit on the investment of \$3,000,000 a year from trans-isthmian business, or about ten per cent on the investment, which profit would be applied to the cost of construction of the Panama canal. It is thought that this profit would be largely augmented by the South American business, which has grown amazingly since the service between New York and Panama has been put on a satisfactory basis, and which would undoubtedly more than double the present Pacific service removed.

On January 11th, 1906, Secretary Taft informed the Senate Committee on Inter-oceanic Canals of the methods of the Pacific Mail Steamship Company, and later his statements were supported by those of various officials on the isthmus, including Chief Engineer Stevens, and also by a long statement from Chairman Shurtis.

On January 31st, Mr. R. P. Schwerin, vice-president and general manager of the Pacific Mail Steamship Company, appeared before the committee, and made a lengthy explanation of his side of the case, together with a pathetic appeal for sympathy for a privately-owned line, which had long struggled for a profitable existence. Schwerin was able to show that there had been many faults in the service across the isthmus, and although many of his assertions were subsequently refuted, he managed to impress on the committee that the Panama Railway was almost as much to blame as his own line.

Owing to the congested condition of affairs on the isthmus, the lack of organization which then prevailed, and the necessity of giving right of way to certain supplies essential to the accomplishment of complete sanitation on the isthmus, the Panama Railway had not been able satisfactorily to handle the business of private shippers, but it is claimed by the officials on the isthmus that, while the Panama Railway has been double-tracked, the terminal facilities, perfected, the steaming line from New York to New York, and Panama brought up to a high state of efficiency, the service of the Pacific Mail Steamship Company has grown steadily worse.

Another occasion of indignation to the officials of the Panama Railway and the Canal Commission is that the Pacific Mail Steamship Company appears to be seeking to convey the impression that the grave defects in the trans-isthmian service and the serious inconveniences occasioned shippers are due to the bad service of the Panama Railway, and so far has this gone. The Panama Coast shippers have recently formulated and made public a protest against the inefficiency of the Government line.

Commenting on the evidence given before the Inter-oceanic Canal Committee, under date of February 15, 1906, Chief Engineer Stevens said in part:—

"I will merely say that undoubtedly Mr. Schwerin's testimony was got from evidence which had come to him improperly. His statements are biased and will not stand investigation. It is to be regretted that we are unable to neglecting commercial business on the Panama Railway to handle the commission's business he is talking without warrant, as there is no such intention and no such policy has been pursued."

Chairman Shurtis also submitted a statement to the committee at that time in which he said in part:—

"The chief cause of congestion, aside from lack of terminal facilities, equipment and power, with which the Panama Railway had to contend for some time, has been the fact that the Pacific Mail Steamship Company to furnish sufficient ships to take its tonnage from La Boca, which had accumulated on the isthmus for that company."

As far back as 1893 a committee of the House of Representatives was appointed to investigate the alleged co-operation between the Panama route and the transcontinental railroads especially the Southern Pacific Company, and this committee found evidence that the Panama route was practically controlled by Collis P. Huntington, and reported, in part, as follows:—

"Whatever be the case in the last sixty days, it is perfectly clear to your committee that the Panama Railway, and so far has this gone. The Panama Coast shippers have recently formulated and made public a protest against the inefficiency of the Government line."

According to the officials now in command on the isthmus, there is every evidence that the Pacific Mail Steamship Company has no intention of co-operating with the Panama Railroad to maintain a satisfactory service, and much moral evidence that it is the policy of the Pacific Mail Steamship Company to do just the reverse. All of this evidence has been carefully compiled and will be submitted to the Secretary of War as soon as practicable.—*S. F. Chronicle*.

THE OIL TRADE IN JAPAN.

KEEN COMPETITION LOOKED FOR.

The *Tokyo Asahi* predicts keen competition in Japan between the Rising Sun Oil Co. and the Standard Oil Co. in the near future, and reports that last year the Rising Sun Oil Company purchased the whole concern of the Asahi tank oil business, and established over forty branch offices throughout Japan. The company has now decided to establish a big oil district for the Kwansai district for the purpose of importing and refining the crude petroleum from Sumatra. Mr. Bennett, managing director of the company, left for home by the N.Y.K. liner "Bado-maru" on August 14th, to confer with the head office in London on the subject. The Rising Sun Oil Company is a company incorporated under the Japanese Law, but is in fact a branch of the Asiatic Petroleum Co. of England, a gigantic corporation which recently purchased oil fields in Batavia, Sumatra and Borneo, and rivals the Standard Oil Co. in the petroleum market in Europe.

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WRECK OF THE "COLUMBIA"

American papers give the following report of the accident about which we had a telegram:—The steamer "Columbia," bound for Portland from San Francisco, was sunk early Sunday morning as the result of a collision with the steam schooner "San Pedro" off Shelter Cove on the Mendocino coast. Of the 250 or more passengers and crew on the "Columbia," 177 have been reported saved. The collision occurred during a dense fog, while all the passengers were asleep in their berths, and the "Columbia" remained above water only eleven minutes.

Many of the passengers were picked up by the "San Pedro" and the steamer "George W. Elder," and were taken to Eureka. Others were saved by means of lifeboats and rafts. Owing to discrepancies between the lists of those saved and the official passenger lists, it is impossible to say just how many are still missing, but it is believed the number will not exceed ninety and may be much less.

As soon as the crash occurred, the night saloon watchman on the "Columbia" notified all the passengers to go to the upper deck. They poured from their berths without clothing. The steamer settled rapidly and the decks were awash in a few minutes.

Six boats and three life rafts were cut loose, and as many passengers as possible crowded into them. There was little panic among the passengers, the women being for the most part quiet and easily managed.

The crew of the "San Pedro" immediately lowered a boat and picked up many survivors and the "Columbia's" boats lay by and saved many more. When the "Columbia" sank she is believed to have carried down with her about seventy-four passengers. This estimate is not accurate and the number cannot be definitely determined until all particulars are received from Shelter Cove, where four boats are said to have been landed. Captain Doran and First Officer Whitley were on the deck when the "Columbia" sank, the captain's last words being: "God bless you."

According to Purser J. E. Fyres of the "Columbia" there were 190 passengers aboard—168 first-class and twenty-two steerage—and a crew of sixty. It is known that 107 passengers have been saved and thirty-seven of the crew. The exact number at Shelter Cove is yet to be determined.

Just as the "Columbia" was sinking her boilers exploded. This counteracted the motion and saved many lives. Husbands and wives were separated and fathers and mothers and children were lost to each other in the confusion when the boats collided. The only dead person picked up by the "Elder" was George T. Sparks, president of the bank at Fort Smith, Ark. He and his daughter were on their way home. Sparks, when pulled upon a life raft, was weak from swallowing salt water and shortly after, when transferred to one of the boats, he died from cold and exposure. His daughter was saved.

Two hours after the wreck the fog lifted and a cold wind commenced to blow. The people in the boats suffered much. O. Swanson, a sailor of the "San Pedro," was at the wheel Saturday night when the fatal collision occurred. In his report to Sailors' Agent, John Erickson, the blame is laid upon the shoulders of the "Columbia's" officers. Other members of the crew of the "San Pedro" substantiate the story of Swanson. He says the order was given to him, when the lookout sighted the "Columbia," to put the wheel hard a port. Three points a port carried the "San Pedro" seaward, apparently out of the way of the approaching vessel, "whose name" at that time was not known. Short toots from the whistles of both vessels warned the skipper. The "Columbia" was on the coast side, the "San Pedro" on the seaward side. Apparently both vessels were proceeding at full speed.

If all had gone well the "San Pedro" would have cleared the "Columbia," but it is evident that an order, "Put the wheel hard a starboard," was given on the "Columbia." This sent her directly across the bow of the steam schooner. Whether or not the speeds of either vessel was slackened is immaterial, for the crash of the vessels was terrific. The "Columbia," an iron vessel, bore the brunt of the impact and her iron plates cracked and a gash several feet across the forward hatch allowed the water free ingress at a great velocity.

S. G. Peterson, a sailor aboard the "Columbia," was on watch on the "San Pedro" some hundred yards away. He gave notice of this fact in a shout to his superiors on the bridge. What they did he does not know, but the "Columbia" shot across the path of the "San Pedro." He says that signals were exchanged between both vessels, but there was hardly time enough to slacken speed or make any preparation to meet the inevitable disaster.

Passengers say that the collision occurred at 12:30 or thereabout; that it had been misty, the mist had partially cleared up, and the steamer "San Pedro" could be seen where she had drifted away a quarter of a mile. That some poor navigation was made and that the lives lost are upon the head of some one is generally conceded. It is said that the "San Pedro" was under slow ball and the "Columbia," according to the testimony of passengers, was going at full speed. It is stated also that the latter was headed west when the collision occurred and one passenger said that the "Columbia" crossed the bow or attempted to cross the bow of the "San Pedro."

B. Howe, third officer on the "Columbia," said he was in his room at the time of the wreck and he noted the shock and heard the alarm given. He makes the official statement that the "Columbia" floated eleven minutes after the "San Pedro" struck her.

Among the lost is Mrs. F. O. Louis of Pasadena. She died of exposure. Mr. Louis' wife was saved. Their boy of nine and their twelve-year-old daughter were drowned. Those who accompanied were among the

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NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND DANCE MUSIC JUST ARRIVED.

Hongkong, 29th November, 1906. 37

dragged them up on a life raft and for two hours the forlorn and wretched family tossed about on their frail craft in the blackness of the night. Eventually the children lost their grip and slipped off into the sea. Mr. Louis succumbed soon afterward to the shock and exposure.

JAPANESE ENTERPRISES

A general meeting of the Hokkaido Colliery Steamship Company, held in Tokyo on August 11th, adopted a resolution to add the following to the Articles of Association of the Company:—

1.—That the company shall carry on the business of manufacturing and selling steel and machinery.

2.—That the company shall hold privileges to work iron mines, to collect iron ore and other mineral ore required for conducting an iron and steel foundry.

3.—That the company shall carry on the business of manufacturing and selling bricks.

4.—That the company shall cultivate forests and make and sell timber.

After the above resolutions had been adopted, the chairman reported on the estimated value of the company's railway taken over by the Government. The amount of money invested on the construction of the line was ¥29,439,554, the value of stores ¥583,431, and other miscellaneous property ¥122,522, the total being made the basis of the price to be paid by the Government. The chairman further announced that a provisional agreement had been signed with an English iron-works for the establishment of a steel foundry at the Hokkaido, and machinery and plant for the foundry had been ordered from England.

A HEAT STRICKEN CITY.

The San Francisco *Chronicle* reports a great heat wave in Philadelphia.

July 8. In the throngs that filled the streets and stands to-day for miles to see the Ellos parade 4,380 persons full victims of the unusually deadly combination of heat and humidity. Five are dead, and in the ten crowded hospitals to-night fifteen more are dying.

Broad street along which the parade passed, look'd like a battlefield. Emergency hospitals were hastily improvised under the grand stands and in side streets, while at the hospitals stricken ones lay in rows upon the grass outside. Stores and wagons were converted into wards. Automobiles, carriages and every form of vehicle were passed into service, the patrol wagons and ambulances being insufficient.

Adulterated lemonade, which was sold freely to the crowds, was partly responsible for the many prostrations.

Amid all the bedlam and confusion, while fainting men and women were carried from the crowds, the paraders, 25,000 being in line, marched on with bands playing lively music and flags gayly flying. Now and then an Elk would topple over or stagger toward the ropes. The gap would close up and his comrades would go ahead.

At 3 o'clock a terrific thunderstorm came up, putting an abrupt end to the parade and sending the crowds to shelter.

Never has there been such a wholesale prostration of people in the city. For six hours the police, ambulances, surgeons and the Red Cross nurses were kept on the run looking after persons who had collapsed under the scorching rays of the sun.

The parade ground was on Broad street for a distance of three miles north, and the same distance south of the City Hall. The paraders counter-marched the last three miles back to the City Hall, so that they traversed upward of nine miles, yet few of those overcome by the heat were in the line of march.

Those who succumbed were among the

INTIMATIONS

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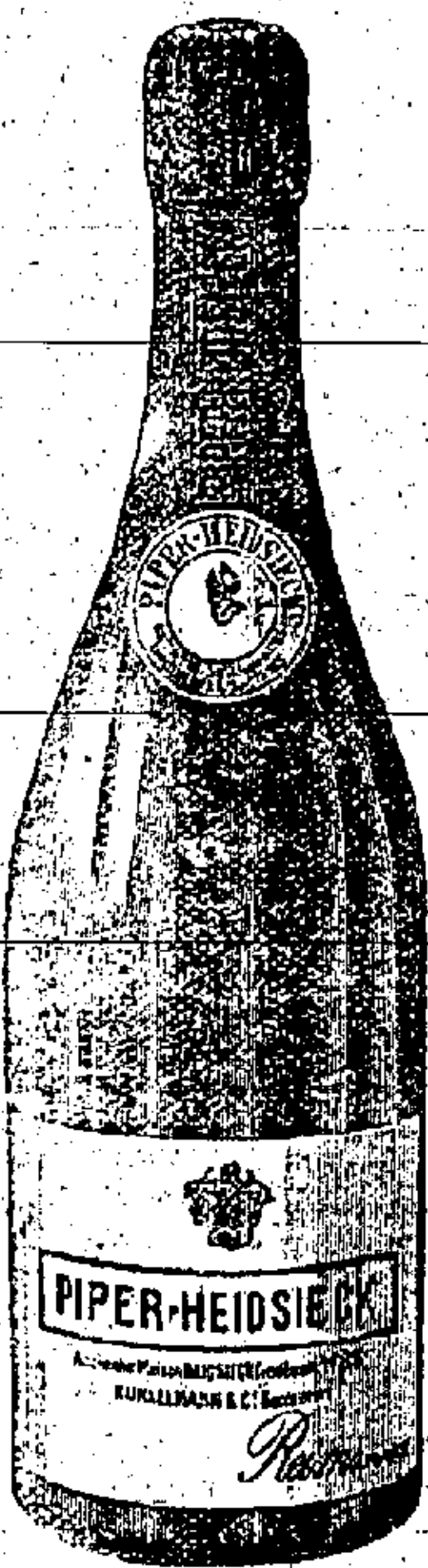
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Hongkong, 30th July, 1906. 138-2

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ROYALTIES OF ALL NATIONS.

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Wine and Spirit Merchants.

Hongkong, 17th August, 1907. 40

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM MIDDLESBROUGH, LONDON AND

STRAITS.

CONSIGNEES OF Cargo are hereby informed

that all Goods are being landed at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

whence and/or from the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 26th inst. will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 31st

inst., or they will not be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 26th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBBS, LIVINGSTON & Co.,

Agents.

Hongkong, 19th August, 1907. 1365

S.S. "TOURANE,"

COMPAGNIE DES MESSEAGERIES

MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London

via S.S. "Malapan" and "Charonelle,"

from S.S. "Vauban" and "Vauban," in con-

junction with the above Steamer, are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risks into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining undelivered after

Monday, the 26th inst., 1907, at Noon, will

be subject to rent and landing charges.

All claims must be sent in to me on or before

the 26th inst., 1907, or they will not be

recognised.

All damaged packages will be examined on

Monday, the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 19th August, 1907. 2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

steamer are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Mongolia"

& "Peninsular."

From Persian Gulf ex P. & O. S. N. &

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 28th August, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignees and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1907. 1

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valuables

are being landed and stored at their risk into

the hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and Godown

Company, Ltd., at Kowloon, whence delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 28th August, will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 28th August, at 2 P.M.

All Claims must reach us before the 3rd

September, or they will not be recognised.

No Fire Insurance will be effected by the

Undersigned.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LOYD,

MELCHERS & Co.,

Agents.

Hongkong, 22nd August, 1907. 5

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their

Goods, with the exception of plate enticings,

are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

Noon, To-day.

Goods not cleared by the 28th August, will

be subject to rent.

All ship-damaged packages must be left in

the Godown, and Notice of same sent to this

Office before the 31st August, or Claims in

connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 21st August, 1907. 1391

SCIENTIFIC MISCELLANY

PHOSPHORUS MINING—MALE AND FEMALE
SAIT-MIND IN ANIMALS—BAPHIA WAX—
A BIRD GLOBE-TROTTER—TENNIS DISEASE—
A PINHOLE EYEGLASS—PROTECTIVE MI-
NISTRY—DALLAST FROM THE AIR—LAMP-
CARBONS FOR PHOTOGRAPHY.

The making of phosphorus is an industry likely to be revolutionized by the electric furnace. This substance has been obtained from bones, but it is now possible to extract it from natural phosphates, and some experiments have been made with phosphorite and apatite. Quite recently sufficient "waxlike" rather rare aluminum phosphate has been discovered near Holly Springs, Pa., to justify mining for phosphorus ore. The work was begun several years ago, and in 1915 the mine produced 40 tons of ore, which was reduced in the operating company's own furnaces. The annual production of phosphorus has been variously estimated at 1,000 to 3,000 tons for the world. The chief factory is at Oldbury, England, but there are large ones at Lyons, France, and at Griesheim and Frankfurt, Germany, with one small one in Sweden and others in Russia.

The "male" and "female" salt that are mixed for use by natives near the Atbara River, in the Sudan, have been given a scientific explanation by a chemist of Khartoum. The "male" salt is made unfit for table use by a large proportion of sodium sulphate (Glauber's salt), and the "female" salt has much calcium chloride, but when the two are mixed the two impurities form calcium sulphate and increase the sodium chloride. The calcium sulphate can be separated out by boiling.

Evidence of a mind in all animals, even the lowest, is found by F. W. Healdy. The amoeba exercises the power of choice when it eats, and the tree-like colony of one-celled infusorians called zoothamnium after a time ceases to be agitated by jars repeated at intervals, showing that it must remember that a jar is harmless.

A variety of wax from the Baphia Ruffia, a Madagascar plant, has been recommended as a cheap substitute for beeswax, as it can be obtained in considerable quantities; the plant yielding about ten per cent of it as a secondary product in the manufacture of Baphia fibers. The new wax has been examined by M. A. Haller of Paris. He reports it to be light brown in color, becoming pinkish when distilled, and to be almost insoluble in cold alcohol, benzine, chloroform and other organic solvents, but most easily dissolved in hot benzene. It seems to have the composition of lauric acid, a wax found by Etard in the leaves of wheat and other grains, though it differs in having a melting point of 176 degrees F. instead of 169 degrees.

Before the recent Scotia Expedition, nine species of birds had been found within the Antarctic Circle. The new collection has been investigated, and Mr. Eagle Clarke reports that it adds to the list four species—the Arctic tern, the blue petrel, the short-winged petrel, and Hutton's sooty albatross. While the petrels and their relatives are doubtless drawn so far south by the extraordinary abundance of the food near the ice-barrier, it is thought to be most remarkable that the Arctic tern, after breeding in the north, should make the long journey to the opposite pole.

In the new disease known as "tennis elbow," there is usually local tenderness on pressure, with acute pain on extending the arm. There is seldom any swelling. The trouble is thought to be due to tearing of the muscular fiber, and it is very persistent, often recurring even after long rest.

The pinhole as a substitute for a lens in photography is well known, and now it has been discovered that a card pricked with an ordinary toilet pin may enable one to "read" when the glasses have been mislaid. The best effect is lost if there are two or more holes, or if the one hole is too large.

Perhaps the most remarkable known demonstration of mimicry—the singular alteration of certain animals to the appearance of other animals or objects, usually assumed to be Nature's means of protection—has been brought to the notice of the London Royal Society by Prof. Poulton. The specimens were from a Darbani naturalist, who in 1903 succeeded in breeding from a single butterfly fourteen male and fourteen female butterflies. The latter were differentiated into three distinct types, which mimicked the external form of totally different poisonous varieties common to South Africa, and in fact showed all the forms which the special genus is known to assume.

Control of the ballast is one of the great essentials in ballooning. A novel plan for increasing the load while still in the air consists in exposing water-absorbing chemicals to the damp atmosphere, and this was tried recently in a balloon journey of 186 miles from Berlin. The trial, made under the direction of Dr. Knoche of the Meteorological Institute, seems to have been quite successful.

Special arc-lamp carbons are made by August Kufferath, a German inventor, by treating ordinary carbons with a solution containing from one-half to one per cent. of a mixture of equal parts of nitrate of yttrium and nitrate of lead. No change is apparent, while the amount of light remains the same. The character of the light is changed, however, and it becomes especially rich in violet rays, with considerably increased actinic power.

The new three-wheeled motor fire-engine of Neuenburg, Germany, employs steam for propelling and for pumping, the propelling gear being on the front wheel. Both liquid carbonic acid and benzene are used in starting and quickly getting up steam.

SHARE REPORT

Messrs. Erich Georg & Co. say in their weekly share report, dated August 24th, 1907:—A fair amount of investment business has been transacted during the week, but the tendency has been towards lower rates (with but few exceptions), as sellers predominate. The sterling demand rate of exchange on London closes at 24 2/7/16d., while rates on Shanghai are the same as reported last. Barilvor in London is quoted 31 1/2, and Consols 283 1/16.

BANK SHARES.—Hongkong and Shanghai have been done at \$850 to \$844 per old share ex bow, and ex the dividend of £1 15s. 9d. (at ex. of 2s. 2 3/16) = \$14.0382 per share) paid here on 19th inst., new shares sold at \$510 (old shares closing with buyers at \$505, while old shares were buyers at \$504). The London rate is 283 1/16 for the old shares, while the quotation for the new issue is 261. Nations are unchanged.

MARINE INSURANCE SHARES.—A few Unions fetched \$77; other stocks under this heading have not been dealt in and rates are unaltered.

RAILWAY SHARES.—A very small lot of Hongkong, sold at \$315, but more shares are easily obtainable. China remains on offer at \$37.

SHIPPING SHARES.—Hongkong, Canton and Marseilles Steamships have a slight rise at \$33, and Indos are quite nominal at last quotations. China and Amoy are still in demand at \$15, while Douglases are on the market at \$11. Star Ferries, old, have fallen to sellers at \$22, the new issue remaining at \$13 sellers. Shell Transport, in sympathy with the London quotation of 43 1/2 sellers, are nominal at \$11. Union Waterworks have sellers at \$12.

TELEPHONE SHARES.—China-Szechuan changed hands at \$95 and \$96, closing weak at the latter figure. London unchanged.

MINE SHARES.—Charbonnages are unchanged. Rink has been in steady demand, and a very fair business has been put through at rates ranging from \$6 1/2 to \$7, at which latter rate the market closes quiet, but steady.

Chinese Engineering and Mining Company's shares are quiet with sellers at \$15 1/2, but possible buyers at \$15 1/4; the total output of the Company's three mines for the week ended 3rd inst., amounted to 25,616 tons of coal, and the sales during the same period to 20,813 tons.

DOCKS, WHARVES, AND GODOWNS &c.—Hongkong and Whampoa Dock Company's shares sold at \$96 ex the dividend of \$1 per share paid on 20th inst., but a steady enquiry for the stock (with sales at intermediate rates) caused the rate to advance to sales and buyers at \$100. Shanghai Docks have ruled quiet at \$15 1/2. Fenwicks, as well as new Amoy Docks, are neglected. Hongkong and Kowloon Wharf and Godown Company's shares sold in fair quantities at \$70 to \$68, but more shares are on offer at \$67; we are informed that the directors of the Hongkong and Kowloon Wharf and Godown Co., Ltd. have decided to increase the Capital of the Company by \$1,000,000 on the 1st January next, by the issue of 2,000 shares of \$50 apiece. Shanghai and Hongkong Wharves are unchanged at \$11 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment. Shares remain on offer at \$98, without attracting attention. A few Kowloon Lands fetched \$31 and a few more shares can be placed. West Point is quiet at \$48, while Hongkong Hotels have enquiries at \$100. Humphreys' Estates sold at \$105 and \$107, closing with buyers at \$103. Shanghai Lands are quoted \$14 1/2.

CORPORATE MILLS.—Shanghai quotations are: Bros. T. 64, Internationals \$15. 51, Lyon King Mow \$15. 924, and Eschschers \$15. 35. Hongkong Cottons sold at \$14 1/2.

SUNDRY MANUFACTURING COMPANIES.—A few Hongkong Electric are procurable at \$14. Dairy Farms have buyers at \$16. Green Island Cement Shares changed over at \$11 to \$11 1/2, but close quiet with sellers at \$11. Other stocks under this heading are unchanged.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAESEILLES	SUNDA Capt. G. M. Montford	About 29th August	Freight and Passage.
SHANGHAI, MOI, KORE, MANILA and YOKOHAMA	DELTA Capt. F. E. Andrews, R.N.R.	About 30th August	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 5th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HARMORA Capt. G. H. C. Weston, R.N.R.	Noon, 7th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
AMOY, WEIHAWEI, CHEFOO and TIENTSIN	"KUEICHO"	On 26th Aug., 4 P.M.
SHANGHAI and YONGAMPO	"CHANG-LO"	On 27th Aug., 4 P.M.
MANILA	"TAMING"	On 27th Aug., 4 P.M.
HOIHOW and HAIPHONG	"HUPH"	On 28th Aug., 4 P.M.
SWATOW and SHANGHAI	"KLUKIANG"	On 28th Aug., 4 P.M.
CHINKIANG and SHANGHAI	"TIAN"	On 29th Aug., 4 P.M.
CEBU and LOILO	"KANGHOW"	On 30th Aug., 4 P.M.
SWATOW and SHANGHAI	"KAIFONG"	On 31st Aug., 4 P.M.
SWATOW, NINGPO and SHANGHAI	"SHAOSING"	On 31st Aug., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINKIANG"	On 31st Aug., 4 P.M.
CHEFOO and NEWCHWANG	"TSHIN"	On 7th Sept., 4 P.M.
YOKOHAMA and KOBE	"KWEIYANG"	On 7th Sept., 4 P.M.
	"CHINGTU"	On 10th Sept., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 26th August, 1907.BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. P. GROSCH	About Tuesday, 27th August.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	Wednesday 28th Aug., at Noon
KUWAIT and SANDAKAN	"BORNEO" Capt. F. SEMBL	About Saturday, 31st Aug., at 9 A.M.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 12th Sept., at Noon.

For further Particulars, apply to
HONGKONG, 26th August, 1907.NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "SHOSHU MARU" AMOY and FOCHOW	Capt. M. NEMOTO	TUESDAY, 27th Aug., at 10 A.M.
TAMUI VIA SWATOW, "DAIJIN MARU" AND AMOY	Capt. I. SAKURAI	SUNDAY, 1st Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 26th August, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
19 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	THURSDAY, 29th Aug.	6,000	11th Sept.	16th Sept.
"TAMAR"	WEDNESDAY, 11th Sept.	4,425	5th Oct.	11th Oct.
"EMPERESS OF CHINA"	THURSDAY, 26th Sept.	6,000	14th Oct.	20th Oct.
"EMPERESS OF INDIA"	THURSDAY, 24th Oct.	6,000	11th Nov.	17th Nov.
"MONTEAGLE"	WEDNESDAY, 6th Nov.	6,163	30th Nov.	6th Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 232.
Intermediate on Steamers "240," "242."

R.M.S. "MONTEAGLE" and "TAMAR" carry Intermediate passengers only.
at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILITWONG	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIMAH	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 14th August, 1907.

Telephone No. 975.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON	DATE
"BUELOW" Capt. FORMES	8,000	ON MARCH 11th.	
"PRINZ LUDWIG" Capt. VON BINDER	9,630	ON MARCH 25th.	
"PRINCESS ALICE" Capt. POLACK	10,911	ON APRIL 8th.	

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

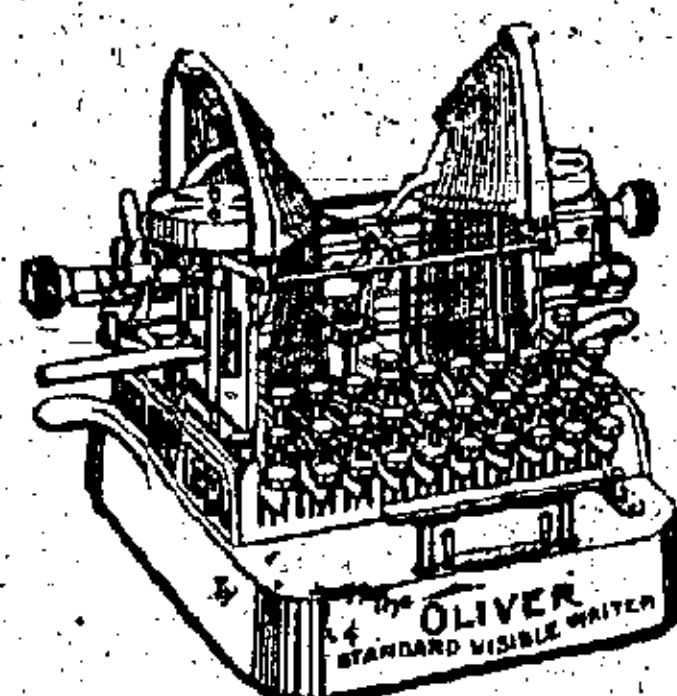
MELOHERS & CO.,
General Agents.

Hongkong, 19th August, 1907.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.Safest and most
Effective Agent
for
Regular Use.

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VISIBILITY.
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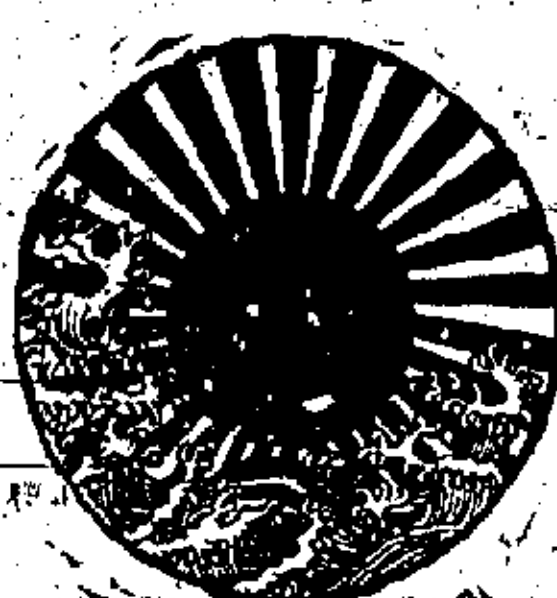
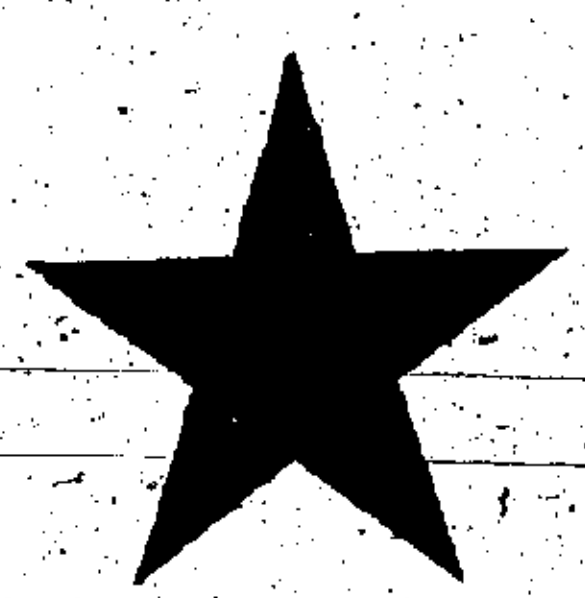
OLIVER TYPEWRITER CO. LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

[1055]

JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

BENGER'S

A Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

MITSU BISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.O. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.	DOCK NO. 1.	DOCK NO. 2.
Extreme Length... 722 feet.	Extreme Length... 523 feet.	Extreme Length... 571 feet.
Length on Blocks... 714 "	Length on Blocks... 515 "	Length on Blocks... 563 "
Width of Entrance on Top... 88 "	Width of Entrance on Top... 88 "	Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 96 "	Width of Entrance on Bottom... 88 "	Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide... 34 "	Water on Blocks at Spring Tide... 34 "	Water on Blocks at Spring Tide... 34 "

Suitable for vessels up to 1,000
TONS.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES for the REPAIRING, BUILDING
REPAIRING SHIPS, ENGINES, and
BOILERWORK, and also ELECTRICAL
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A LARGE STOCK OF MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

SHIPPING IN PORT.

ANDRE RICKMERS, German str., 1,173, Bar,
18th August—Mojito 12th August, Coal—
Order.

ANGHIN, German str., 1,168, C. Kampel, 20th
August—Bangkok 9th August, Rice—
Butterfield & Swire.

CHANGCHOW, British str., 1,221, H. J. Walker,
17th August—Saigon 13th August, Rice—
Butterfield & Swire.

CHINKIANG, British str., 1,330, Robertson, 21st
August—Saigon 17th August, Rice—
Butterfield & Swire.

DEWENT, British str., 1,581, J. Jenkins, 18th
August—Swatow 15th Aug.—Chinese.

EMPERESS OF JAPAN, British str., 3,039, H.
Pybus, 28th July—Vancouver 9th July,
General—C. P. R. Co.

GLENFARG, Brit. str., 2,350, H. W. L. Holman,
18th August—Kobe 11th August, General
—Toyo Kisen Kaisha.

HAIMUN, British str., 636, A. J. Robson, 23rd
Aug.—Fochow 20th, Amoy 21st & Swatow
22nd Aug. General—Douglas, Lauprak & Co.

KANGCHOW, British str., 1,217, McIntosh, 20th
Aug.—Hongkong 17th August, Coal—
Butterfield & Swire.

KIANG PING, Chinese str., 1,222, H. Udden,
18th Aug.—Chinkiang 12th Aug., General
—Chinese.

KIUKIANG, British str., 1,227, Wavel, 21st
August—Shanghai 17th August, General
—Butterfield & Swire.

KJELD, Norwegian str., Hollo, 16th August
—Mojito 9th August, Coals—Order.

KUBICHOV, British str., 1,215, Hooker, 21st
August—Chefoo 16th August, General—
Butterfield & Swire.

KWANGLOO, Chinese str., 1,648, R. Lincoln,
21st Aug.—Shanghai 18th Aug., General
—Chinese.

KWANGTAI, Chinese str., 1,538, Ym. H. Lunt,
18th August—Shanghai 15th August,
General—Chinese.

MATHILDE, German str., 331, N. Schumann,
21st Aug.—Haiphong and Hoihow 20th
Aug., General—Jensen & Co.

NAMANG, British str., 4,335, F. T. Wheeler,
22nd August—Singapore 17th August,
General—Jardine, Matheson & Co.

NORD, British str., 1,160, Prynn, 22nd Aug.—
Singapore 15th August, Oil—McBain.

SHINCHIKI MARU, Japanese str., 3,127, T.
Saio, 23rd August—Mojito 17th August,
Coal—Osaka Shosen Kaisha.

SIBERIA, American str., 5,655, A. Yeeder, 21st
August—San Francisco 25th July and
Shanghai 18th August, Mail & General—
P. M. S. S. Co.

SKRUMSTAD, Norwegian str., 860, O. Hansen,
21st August—Saigon 17th August, Rice—
Asgard, Thoresen & Co.

TARTAN, British str., 2,767, N. Davison, R.N.R.,
22nd August—Vancouver 25th July,
Mails and General—C. P. R. Co.

VICTORIA, Swedish str., 1,150, J. A. Hallberg,
4th August—Java 25th July, Sugar—
Asgard, Thoresen & Co.

YUNNAN, British str., 1,206, W. O. Jones, 19th
August—Swatow 18th August—Butterfield
& Swire.

SAILING VESSELS.

ALCIDES, British ship, 2,492, J. Cummings, 26th
Aug.—New York, Case Oil—Standard
Oil Co.

LYNDHURST, British 4-masted barque, 2,507,
Farnell, 25th July—Kobe 1st June, Ballast
—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch boat, 700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
Japan.

Astraea, 2nd class cruiser, 4360 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
Japan.

Bedford, British cruiser, Capt. S. E. Erskine,
R.N., Weihaiwei.

Bramble, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. G. W. Davidson, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. W. L. Bamber, Hongkong.

Cadmus, British sloop, 1070 tons, Comdr. B. L.
McJannet, Shanghai.

Chio, British sloop, 1070 tons, Comdr. C. D.
S. Raikes, Weihaiwei.

Fama, torpedo-boat destroyer, 310 tons, 6
guns, 4700 h.p., Lieut. Comdr. Gresson,
Japan.

Flora, 2nd class cruiser, 4360 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, Singapore.

Handy, torpedo-boat destroyer, 285 tons, 6 guns,
4,000 h.p., Lieut. Comdr. W. H. Darwall,
Japan.

Hart, torpedo-boat destroyer, 285 tons, 6 guns,
4,000 h.p., Lieut. Comdr. G. C. Dickens,
Japan.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt. Comdr. C. A. Freemantle,
Hongkong.

Kent, armoured, 930 tons, 14 guns, 6,000
h.p., Captain S. V. Y. de Horesy, Japan.

King Alfred, British cruiser, Flagship of Vice
Admiral Sir Arthur W. Moore, Commander
in Chief, 14,100 tons, Capt. Cecil F. Thurs-
day, Japan.

Kinsha, river gunboat, 616 tons, Lieut. Comdr.
P. Crabtree, Yangtze.

Memmouth, cruiser, 990 tons, Capt. J. A.
Tuke, Weihaiwei.

Mochoon, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut. Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo boat destroyer, 335 tons, 6 guns,
6,000 h.p., Lt. Comdr. Kiddie, Japan.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. W. Scott, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. H. R. Tiekell, West
River.

Snipe, river gun boat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. S. H. Tennant, Yangtze.

Taku, torpedo boat destroyer, Bous, Strath,
Hongkong.

Tamar, receiving ship, 460 tons, 6 guns,
Commodore Stokes, Hongkong.

Teal, river gunboat, 130 tons, 2 guns, Lieut.
Comdr. H. R. Godfre, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. West, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns,
6,500 h.p., Lieut. Comdr. Stevenson,
Japan.

Waterwitch, surveying ship, 620 tons 450 h.p.,
Comdr. E. W. Glennie, Hongkong.

Whiting, torpedo-boat destroyer, 360
tons, 6,500 h.p., Lieut. Comdr. H.
Japan.

Widgeon, gunboat 195 tons, 2 guns, 300
h.p., Lt. Comdr. G. R. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. J. Todd, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. J. F. Knox, Yangtze.

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London.

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HONGKONG.

CLEANSE YOUR BLOOD WITH GRIMAU & CO'S SARSAPARILLA



The original sar-
saparilla recom-
mended for the
last 40 years for
syphilitic disor-
ders, eruptions, boils,
and all disorders
of the skin.

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